



P/N 6909HKR (painted) & 6909-1HKR (ceramic)
HOOKER COMPETITION HEADERS
1966-77 Bronco (4WD) 255-351W
1980-95 F-100, F-150, F-250, & F-350 (2 & 4WD) 255-302W

NOTE: Will fit a Dart Windsor head.

NOTE: This is a "shortie" style header for maximum ground clearance.

Thank you for making HOOKER HEADERS your choice in a high-performance exhaust system. Extensive dyno/track testing has enabled HOOKER to offer the most advanced design in exhaust systems. The installation, while not complex, will take a certain amount of time. However, the additional horsepower and improved performance will more than justify your efforts. Proper installation and maintenance will ensure long life and maximum performance from your HOOKER HEADER exhaust system.

WARNING! Breaking in an engine with ceramic-coated headers **WILL result in damage to the coating and will VOID all warranties**. Ceramic-coated headers require several heat cycles to fully cure before they will withstand extreme heat. HOOKER recommends using a cast-iron exhaust manifold or an old header to break in new engines to avoid coating damage.

BEFORE STARTING

Your vehicle must be raised a minimum of 36 inches. A floor hoist is ideal. If no hoist is available, we strongly urge the use of axle stands as a safety measure. **CAUTION! YOUR CAR SHOULD NOT BE SUPPORTED ON A BUMPER JACK.**

INSTALLATION PROCEDURE: PLEASE READ CAREFULLY

LEFT SIDE:

1. Disconnect the battery to prevent damage to the electrical system.
2. Remove the stock headpipes and exhaust manifolds (both sides).
3. Disconnect the front drive shaft at its front U-joint. Lower it down so it will be out of the way.
 - A) If manual transmission, remove clutch linkage.
 - B) If column shift, disconnect shifting rods at the transmission.
 - C) If 302 with automatic transmission, move the shift rod to the inside of the arm, as shown in Figure A. Bend the kickdown slightly, if required for additional clearance. It may also be necessary to remove the brake line junction box in order to install headers.
4. Starting from below, work the header up into place, position the gasket, and start all bolts. Tighten bolts evenly.
5. Replace the shift linkage and rods and check for clearance. Bend as required. For 302 with automatic transmission, see Figure A.
6. Replace the drive shaft, spark plugs, and brake line junction box (if removed).

RIGHT SIDE:

1. If 302 with automatic transmission, remove the transmission dipstick tube from the pan and relocate the cooler line outside of the dipstick for reducer clearance. Replace the dipstick.
2. Starting from above, work the header down into place, position the gasket, and start all header bolts. Tighten bolts evenly.
3. To complete your system, bolt purchased Hooker reducer P/N 11025HKR to the collector rings.

NOTE: Finish the performance job your headers started by adding a Hooker Competition dual exhaust system. Large 2 1/4" diameter tubing is mandrel bent, not press bent. Mandrel bending maintains a consistent inside diameter for maximum flow. Press bending will crush the pipe, easily reducing volume by more than 10%. Our dual exhaust system is perfect when used in conjunction with Hooker Super Competition Turbo Muffler (21105HKR) or Hooker Competition Turbo Muffler (21005HKR). Purchase P/N 16567HKR for your application.

4. Connect the battery and replace spark plugs. Be sure all brake lines, fuel lines, and electrical wires have sufficient clearance. Reroute as necessary. Start the engine and check the system for leaks.
5. When finished, give your vehicle a test drive, checking carefully for any new noises. After several days of driving, retighten all the bolts.

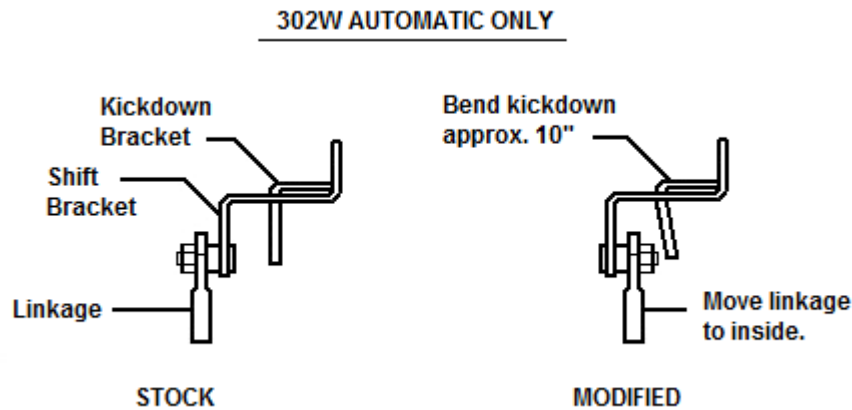


Figure A